

CO. INTDV 25X1 [REDACTED] REPORT NO. [REDACTED] 25X1

TOPIC Soviet Troop Trains

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 15 January to 5 February 1953

DATE OBTAINED 25X1 DATE PREPARED 27 February 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS.

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1. Troop trains [] on 28 and 29 January 1953 included:

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<u>Date in</u> <u>January</u>	<u>Composition of</u> <u>Troop Trains</u>	<u>From</u>	<u>To</u>
28	23 boxcars, 5 converted boxcars and 9 flatcars	Brandis	Gruenau
29	10 boxcars, 4 converted boxcars and 1 flatcar	Wustermark	Falkenberg

2. By order of the Soviet transportation control headquarters, dated 28 January, three shuttle-trains were to be assembled, each train consisting of 1 winterized converted boxcar, 1 boxcar, 2 flatcars and 1 RRYM-type flatcar. Each train was to be carried with 220 ties for construction of a ramp, 10 rails, each 8 to 10 meters, 100 iron cramps and 100 rail spikes. The trains to be made available included: shuttle-train [] at Satz Korn on 1 February; shuttle-train [] at Wildpark on 2 February; and shuttle-train [] at Bernau on 1 February [] shuttle-train [] of the same composition was to be assembled at Rathenow on 2 February and dispatched to Brandenburg on 5 February.

3. It was stated in a strictly confidential message that special trains of 40 axles each would be daily required for the movement of VP units from Storkow to Koenigswusterhausen from 29 January to 2 February. From Koenigswusterhausen, the VP personnel were to be transported by the regular express freight train [] which operates on the Schoene-weide-Koenigswusterhausen-Brand-Luebbenau line. 3

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4. After 15 January 1953, only one pair of leave trains from Frankfurt/Oder was scheduled to operate daily between East Germany and the U.S.S.R. 4

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Comment. The troop train from Brandis to Gruenau may possibly be connected with Brandis and Schoenefeld airfields. Shipments for Schoenefeld airfield are usually consigned to the Gruenau railroad station. At present, troops stationed at Brandis airfield include a ground attack regiment, and the transport regiment of the Twenty-Fourth Air Army which is connected with an air transport unit at Schoenefeld airfield. On 24 and 28 January 1953, the arrival of 1,000 troops at Schoenefeld was observed. The soldiers wore black-bordered crimson epaulets or red-bordered black epaulets and were quartered at the former Diepensee repair shops on the southern perimeter of Schoenefeld airfield. Although final conclusions cannot yet be drawn, the soldiers were probably unloaded from the troop train.

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In connection with planned army and air force field exercises, the following additional observations are noteworthy:

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On 13 January 1953, a field exercise commenced near Brandis airfield including more than 500 troops with red-bordered black epaulets, an unidentified number of 76.2-mm AA guns and at least eight tanks. The tank observed probably belong to all the three divisions of the First Gds Mecz Army.

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8th Gds Mecz Div. The field exercise continued on 19 January 1953.

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On 21 January 1953, 25 senior air force officers with luggage arrived at Wuensdorf by the train from the direction of Dresden. They left toward Zehrendorfer Strasse.

On 29 January 1953, rather heavy column traffic was observed on the autobahn toward Dresden and Berlin near Gross Jehser, southwest of Luebbenau. Since 15 January 1953, the autobahn guard near Gross Jehser had been increased from 6 to 20 men.

The above observations indicate that an air transport exercise commenced in late January 1953 with soldiers of the First Gds Mecz Army participating, and also including Schoenefeld airfield.

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Comment. Falkenberg is the receiving station for shipments consigned to Alt-Loennowitz airfield. It is believed that the troop train from Wustermark to Falkenberg was connected with the transfer of a ground attack regiment from Doeberitz to Alt-Loennowitz which began in late December 1952.

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Comment. KVPD is stationed in Kuechensee near Storkow. The KVPD is an engineer training unit of eight training companies and totals about 1,000 VPs. The special trains from Storkow possibly carry VP engineers who attended a course at Kuechensee and return to their cadre units in Saxony and Thuringia. As the receiving stations of the shipments have not been mentioned, it cannot be stated whether the entire unit was to be moved.

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Comment. A similar reduction from two pairs of leave trains to one was also observed in January 1952.

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